

REFUSES TO NULLIFY STILLMAN FINDINGS

Morschauer Denies Plea to Set Aside Report of Referee.

DECISION DUE TO-DAY

Banker's Last Recourse Will Be to Take Case to Appellate Division.

MOTION NOT EVEN ARGUED

Guardian for Baby Guy Rises to Join Discussion at White Plains.

Supreme Court Justice Morschauer's last word on the Stillman case will be uttered to-day, he announces. As matters stood in his court at White Plains yesterday, after lawyers for both sides had subsided, the Justice probably will approve the report of the referee, in which Mrs. Stillman won a wholesale victory and in which her husband lost every point.

The Justice refused to grant William Rand's request that the findings of the referee be set aside and he refused to accede to John F. Brennan's demand that the findings be approved and made final. He announced that he would review the testimony and exhibits and, before Friday, render a decision on Mr. Brennan's request. But he refused definitely to set aside the decision that gave everything to Mrs. Stillman.

Therefore it is expected that his decision will be no more than a few brief remarks of approval of the verdict, thereby leaving Stillman one more move and only one—recourse to the Appellate Division, which, according to the banker's lawyers, will be taken.

Explosions Threatened.

The proceedings, while brief, threatened explosions. At the outset Mr. Brennan, Mrs. Stillman's chief of counsel, began asking an approval of the decision. Mr. Rand interrupted, saying it was his privilege to speak first. Mr. Rand asked that the decision be set aside and gave Justice Morschauer a typewritten copy of his reasons. The Justice began reading.

"I had thought to read it to the court," began Mr. Rand, "but—"

"Motion denied," said the Justice, slipping over the last page.

"Without my being heard?"

"The motion is denied."

"Well, if your Honor feels that way about it, I'm not in the habit of arguing cases that already have been decided."

"If you desired to argue you should have said so," said Justice Morschauer.

Mr. Rand accepted so meekly that Isaac N. Mills, associated with Mr. Brennan, evidently interpreted it as a possible point of technicality on which Mr. Rand might gain something before the Appellate Division. So he assured the court that he and his colleagues for Mrs. Stillman would regret very much if Mr. Rand were not heard.

Guardian Takes Hand.

Mr. Brennan, too, declared himself anxious to listen to Mr. Rand, but Mr. Rand said that he had nothing further to say other than that he would present the court with a few affidavits supporting his motion. It was a delicate situation, and John E. Mack, guardian ad litem for Guy Stillman, the baby in the case, let it be known that he was sorry to see trouble looming, but wanted to be sure that little Guy wasn't involved.

Mr. Mack was ready to cut loose and move independently that that part of the decision affecting his small client be approved anyway.

However, that wasn't necessary. The court got around the obstacle by saying that Mr. Rand's motion was denied, but that before approving the referee's decision he would review the whole case. Thereupon he locked himself in his chambers and let it be known that it is possible he will render the withheld half of his decision to-day.

Mr. Rand's objections to an approval of the verdict was technical except in that I was his opinion that the whole testimony was against the decision. As far as the technical points were concerned he said that two pending motions made any action by Justice Morschauer yesterday impossible. He cited the fact that he had agreed to argue the motion in New York on Saturday and said that he had not been given sufficient legal notice of the argument in White Plains. The Justice let it be known that yesterday's proceedings made Saturday's unnecessary.

Guy Stillman, the baby, is almost entirely well again, according to Mr. Mack. He still has his mother in the Three Rivers. Just when the case will come up for final argument before the Appellate Division cannot be predicted.

DRIVE BRINGS IN \$583,000 FOR STRICKEN FRANCE

Miss Morgan, Sailing on Paris, Tells of Work.

Miss Anne Morgan, chairman of the American Committee for Devastated France, before sailing yesterday by the French liner Paris, said that in a recent drive of the committee \$583,000 had been raised, with an expense of only 22 per cent, including the cost of sending eighty-five young women to France who were their excursion as prizes in a contest that added greatly to the committee's fund. Miss Morgan expects to return by the Paris November 12, when Georges Clemenceau will be a fellow voyager.

Commandant Paul Vanginot, chief of the Paris fire department, who has been inspecting American fire departments in many cities, said he was surprised at the speed with which the New York department responds to alarms and at the cooperation of the police with the firemen.

CITY BOAT HOST TO 500.

Five hundred men and women of the Staten Island Civic League were guests yesterday of Grover A. Whalen, Commissioner of Plant and Structures, on a trip in the municipal boat Correction around Staten Island. William Wirt Mills, Deputy Commissioner, acted as guide.

TWO REFUSE GIRL BABY; MAINTAIN CHILD WAS BOY

Dispute Over Sex of Infant Born to Mrs. Rich and Cared For in Incubator Will Be Aired To-day in Jersey City Court.

Edward Rich and his wife of 52 Dwight street, Jersey City, formally refused yesterday afternoon in the office of George R. Murray, Overseer of the Poor for Bergen County, to accept the baby girl born in the Bergen Sanitarium two months ago, which the hospital and the county authorities contend is theirs. The Riches, however, declare that their baby was a boy, and that they were told so by the attending physician and by a nurse a week after the child was born. After she had refused the child, Overseer Murray produced warrants charging them with abandonment and with failure to provide. The matter will be threshed out this morning in the First Criminal Court before Judge Leo Sullivan.

The baby that has caused all the trouble was born prematurely and immediately after birth was sent to the Mothers' Institute, where it was kept in an incubator until it had gained normal strength. Later it was brought back to the hospital and given to Mrs. Rich, but she would not accept it, saying she had been told that the baby born to her was a boy. The child then was turned over to the Overseer of the Poor and kept in the institute until yesterday, when the hearing was held in Mr. Murray's office.

Mrs. Rich told the Overseer yesterday that to keep the child alive she had been nursing it, and that both she and her husband were willing and glad to accept it if it could be proved that it is the one born to Mrs. Rich in the sanitarium. They said that they are acting on the advice of their lawyer and on their own conviction that the child is not theirs.

Rich is a chief accountant in the offices of the Underwood Typewriter Company. He and his wife were married in 1921, and the baby born two months ago is their first child.

MOSHER & WALLACE SHIPS NEARLY CRASH IN BUCKET INQUIRY IN MIDSEA TEMPEST

Prosecutor Keeps Details of Gothland Arrives Safely After Furious Battle With Tornado.

The Red Star liner Gothland, once used by King Edward for a cruise, arrived yesterday from Antwerp with 402 first class passengers of several nationalities.

They expressed in as many languages their appreciation of the seamanship of Capt. Bastine in bringing them safely through the storm that damaged the great Cunard Aquitania. In the height of the cyclone, the Gothland was forced to lay to forty-eight hours, dripping oil all over its bows to keep off the combing seas.

The spray and spindrift was so thick neither the skipper nor any of the officers on the bridge saw off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

The blast damaged the Gothland's wireless. A big wave off raillings smashed two lifeboats and sent another away before the oil cut down the crests.

The United American liner Mount Carroll, in from Hamburg, also became entangled in the cyclone. All its passengers were kept behind storm coors, except six frightened polar bears, including a big two-year-old, quartered in cages forward. They were under water most of the time the storm raged.

PARKS MAY BE USED FOR SCHOOL WORK

Physical Training Also Probable in Playgrounds and Armories.

RYAN ASKS COOPERATION

Letter to Superintendent Explores Delays in Sending Overcrowding Data.

George J. Ryan, president of the Board of Education, said yesterday that the school authorities are considering the use of parks, playgrounds and armories by high school students as means of relieving the overcrowding which so many boys and girls are on part time. It is proposed to use these spaces for physical training, as the two or three periods of this work required by law cannot now be provided in the schools. Erasmus High School is already using a park for this purpose, and another Brooklyn High School is using an armory.

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."

Mr. Ryan said that he had communicated with the Park Commissioners of the other boroughs, and will try to see whether similar arrangements can be made in Manhattan, The Bronx, Richmond and Queens whenever the necessity arises. He has now written to the State Armory Board under which the buildings may be used to relieve the school congestion. He has asked the Superintendent of Schools to furnish detailed information regarding the number of pupils now being deprived of work by reason of being on part time. In his letter to the superintendent, William L. Rutledge, Mr. Ryan asks for a prompt answer, which he said would be manifest of "your desire to effect the cooperation between the Board of Education, the Board of the Board and that of the Superintendent of Schools which is so essential to the improvement of the administration of the public schools of this city."

"Personally, I am surprised," Mr. Ryan's letter continued, "that you saw fit to reply to questions addressed to you by the President of the Board by incorporating answers in a general circular to the Board of Education. Not only this delays the progress of the study of this important question that I have under way but it has also been an indication of an attitude toward the President of the Board of Education, who has continually sought information through the office of the Superintendent of Schools, that I hope will not be continued."